(d) All efforts are being made to complete these projects in a phased manner, keeping in view the work content involved and the availability of resources.

Alternative loads for capacity utilisation in wagon building Units

565. SHRI JIBON ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Minister of Railways has asked Wagon Building Units to "look for alternative loads for utilising their capacities" as reported in the Business Standard dated 10th January, 1995;

(b) if so, what is meant by "alternative loads for utilising capacities"; and

(c) whether it is an indication of further cut down in the procurement order of wagons in future?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) In reply to certain references from MPs as well as the Minister of Commerce, it was indicated that wagon building units may have to look for alternative load as the Railway Ministry may not be in a position to enhance current level of orders due to transport output not picking up as per planned projections.

(b) Wagon building units are heavy engineering units having infrastructure for undertaking fabrication and assembly and similar types of other works. Alternative loads of this type as well as exports can be developed for utilisation of their capacities.

(c) This is not necessarily so. However, wagon requirement is need based and subject to fluctuations which wagon industry should be able to withstand.

Late Running of Dhauli Express

566. SHRI RAHASBIHARI BARIK: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Dhauli Express has been reaching at Howrah very late almost everyday;

(b) if so, the reasons therefor;

(c) whether there is a demand for additional number of coaches in that train; and

(d) if so, the steps taken to fulfil the requirement?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise

(c) No, Sir.

(d) Does not arise.

गुजरात और महाराष्ट्र में राष्ट्रीय राजमार्गों का विकास

567. श्रीमती चन्द्रिका अभिनन्दन जैन: क्या **जल-भूतल परिवहन** मंत्री यह बताने की कृपा करेंगे कि :

(क) केन्द्रीय सरकार द्वारा गुजरात और महाराष्ट्र के राष्ट्रीय राजमार्गों की मरम्मत/विकास कार्य के लिए वर्ष 1990–91, 1991–92, 1992–93 तथा 1993–94 के दौरान आबंटित की गई धनराशि का अलग-अलग ब्यौरा क्या है ;

(ख) इस संबंध में क्या मानदंड अपनाये गये है ;

(ग) गुजरात और महाराष्ट्र में राष्ट्रीय राजमार्गों की लम्बाई संबंधी ब्यौरा क्या है ;

(घ) गुजरात और महाराष्ट्र के लिए धनराशि के आबंटन में निरंतर कटौती किये जाने के क्या कारण हैं; और

(ङ) क्या महाराष्ट्र तथा गुजरात की सरकारों ने इस संबंध में केन्द्रीय सरकार के पास कोई अभ्यावेदन भेजा है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) : (क) गुजरात और महाराष्ट्र राज्यों में राष्ट्रीय राजमार्गों की मरम्मत/विकास के लिए 1990–91 से 1993–94 के दौरान केन्द्र